

A NEW SYSTEM OF SWITCHES.

**THE TRACKS IN THE FOURTH AVENUE
CUT TO BE STRAIGHTENED OUT.**

The system of switches in use on the tracks of the Harlem Railroad, between the Grand Central station and Spuyten Duyvil junction, is to be reformed. The tracks are used in common by the trains of the Hudson River, Harlem, and New Haven roads, and their various crossings have always caused more or less confusion. The change of the system will save a large amount of time on any of the roads. This trouble is now to be obviated by reversing the usual rule of the road, and hereafter down-bound trains will enter the Grand Central station by what has heretofore been the up-bound track. This will do away with the continual crossing of tracks in the Grand Central station and in the tunnel.

At present there is a signal tower at Fifty-third street which throws all the incoming trains from the western tracks to the eastern, so that they enter the train shed at the east of the depot. Out-bound trains have to make the same circuit. The new system will be to let the trains enter the tunnel. Then, at the Spuyten Duyvil junction and at the Woodlawn junction, where the Harlem crosses the Hudson River, there will be no more crosses and no counter crosses.

Over 200 cars are taken into and go out of the Grand Central station every day. There is constant switching and counter switching in the station. The small capacity of the yard below Fifty-third street necessitates the transfer of hundreds of cars to the yard above the station.

brought back again when it is time for the trains to start. This consistent handling of the trains will be a great relief to the switchmen in the signal towers have to be ever on the alert.

At the earliest time of the day, between 4 and 5 P. M., when the waiting rooms are crowded with tired persons anxious to get home, the trains are scheduled to leave about every five minutes, trains are frequently delayed a quarter of an hour, because of inclement weather.

This crossing of the main line will be entirely done away with below the junction at Woodlawn street, by the use of the new double side tracks of the tunnel, and by the rapid transfer trains, and several minutes will be saved in the running time.

Time of the new central road will run uninterrupted to spurs on level on the left-hand track. First train to leave will be the regular transfer line, and then take the regular train, while the New Jersey train will strike the right-hand track again at Woodlawn street.

The signal house at Fifty-third street will be abandoned and one that is nearly completed on Fifty-second street will be used for all the switching between the tunnel and Forty-eighth street. The switches and transfer trains will be operated by a station at Forty-sixth street.

The switches and signals now being changed and the new line will go into operation on Sunday next probably.

RAILROAD NOTES.

Frank Thomson was elected First Vice-President of the Pennsylvania Railroad Company at a meeting of the Board of Directors in Philadelphia yesterday. His duties will be considerably enlarged, and he will at the same time continue at the head of the transportation department.

C. H. Hendrick, auditor of passenger accounts of the New York Central and Western, has been selected to fill the vacancy of K. Gillett, the present assistant auditor, who will be appointed to fill the vacancy. Mr. Gillett was transferred to the Erie road.

The Erie road has issued circulars granting a reduction of about 15 per cent. a year to all commuters of the Erie road, who are traveling on the main line, the Northern of New Jersey, and the New York and Greenwood Lake roads. For Orange commuters this means a reduction of about 17 1/2 per cent.

There was a conference yesterday at Commissioner Fink's office of Central Traffic Association members, and a meeting of general passenger agents at Long

tion men will fight with the trunk line men and the trunk line men will fight with the independent agents and brokers. Stridently as the trunk line pool has tried to maintain the established monopoly, it has been unable to prevent the Laekwaikwa road from violating the agreement, and it was learned yesterday that two of the trunk line men secretly done the same thing to secure traffic.

War Among Alaskan Tribes.

CHICAGO, June 27. — A despatch from Seattle, Washington Territory, says that the Aleutian schooner Leo arrived yesterday from Alaska. Among her passengers were twenty-two Indians and two prospectors, who had been in conflict between two tribes of Alaska Indians, the Chilkats and Sittkas. The former hold a monopoly for freighting for miners from the coast to the mines, and refuse to allow the other Indians to engage in business, and sometimes interfere with white men who attempt to curry in their own baggage. They charge the Sittkas with murder and robbery.

Two weeks ago a large party of prospectors started up the Yukon with a party of Sittkas. A quarrel resulted, in which the chief of the Chilkats was killed. The Indians demanded a white settlement. The whites protected the life of Chief George during the day, but at night he was murdered by five Sittkas with tomahawks. Fearing a massacre, the whites sent to the coast for help, which arrived just in time to break up the Sittkas. The prospectors say the Chilkats are very insolent, and are being urged to more violence by the widow of the slain chief. The Sittkas, however, say a white man has slim protection from the

The Rev. Father Holahan Exonerated.
HINSDALE, N. H., June 27.—The statement sent from here some days ago announcing the removal of the Rev. Father Holahan, late pastor of the Catholic church in Hinsdale, on charges of immorality made against him, was incorrect, and did injustice to the priest. The charges were fully investigated by well-known lawyers employed by Bishop Bradley of Manchester and the result was a complete disproof of the charges. The bishop, who at first the Bishop was convinced of Father Holahan's innocence. At the request of the latter, however, he was removed from the parish, and was not removed, as asserted. The indictment brought against him was made, it is stated on the authority of the bishop, to protect the

Gen. Diaz Re-elected.
CITY OF MEXICO, June 27.—On Monday elections for electors, who are to choose a President and members of Congress a week from next Sunday, were held throughout the country. There was little animation, so far as re-election of the incumbent, Gen. Diaz, is concerned. Gen. Diaz and the tickets of the Administration party. This result has been expected, and there was no surprise. The friends of the Government, however, were anxious to know that the affairs of the Government will be administered for another term by Gen. Diaz.

A Train Cuts Through a Bridge.
MONTGOMERY, Ala., June 27.—At 2:30 this morning a south-bound train from this city to Mobile, went through the bridge over the Gulf

port of Lehigh. The engine, baggage car, coach and two passenger cars and one sleeper became one big pile of twisted iron. Morgan, Firman Sam Williams and two tramps were killed. Mail Agent Davis was dangerously hurt. The engineer, John H. Hays, and two conductors were slightly hurt. These are all the casualties reported. The bridge was over a small stream, and was undermined by heavy rains.

Harrison's Representative.

CHICAGO, June 27.—A newspaper here says that Gen. Harrison has chosen Col. W. Dudley, ex-Pension Commissioner, as his personal representative on the Republican National Executive Committee.

Bill Nye's Family Thrown from Carriage.

While Mrs. Nye, wife of Bill Nye, the humorist, was here, Thursday afternoon, her carriage was thrown from a bridge over the

The Special Grand Jury ready to report.